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A SPEC OF WAR IN THE EAST

A United States Expedition to Corea.

Murder of the Crew of his American Vesse!-Sati faction to be Demanded.

COREA TO BE OPENED TO COMMERCE.

Attempted Violation of the Grave of a King.

The Remains to be Used to Extort Money from the Natives.

Last year the United States determined to send an expedition to Corea for the purpose of securing a treaty for the protection of shipwrocked mariners. It was deemed advisable to defer its departure until the present time. We now learn by way of San Francisco that the United States steamer Alaska arrived at Yekohama February 10 to relieve the Benicia, ordered to join the expedition under Admiral Rodgers for the Corea. The force is to consist of three or more war vessels, including the sagabip. Mr. F. F. Low, Minister to China, is charged with the duty of negotiating the treaty, and will be accompanied by Mr. George F. Seward, Consul General at Shangnai, who is known to have great experience in Oriental character, and who has also made a study of the question. Mr. Seward goes by direct instructions from Secretary Fish. The first object of the mission is to obtain information of the loss or destruction of the American schooner General Sperman, and of the fate of the crew-reported to have been murdered by the natives. If the reperts prove correct then indemnity or satisfaction is to be enforced. The instructions given to the Minister and the Admiral contemplate the possible use of force, but if an extreme emergency should arise the former solely is to decide whether such a course be advisable or not. The Coreans, it must be borne in mind, are, of all the lastern commercial nations, the most exclusive, and have hitherto defied or avoided all efforts of loreigners to hold intercourse with them. In some points the political condition of Corea resembles Canada, as Corea, with its king, pays tribute to Chica. It is thought that if the government are prepared to go to the extent of opening their country to our merchants opportunity will be taken of the circumstance. The commercial advantages of the pennisula are referred to further on. France has not been fortunate to Corea. Great Britain, so powerful in the East, has hardly a greater interest at stake than America, and no grievances to redress. The German empire, fast advancing to be a great maritime Power, has yet no settled or determined policy in the East, but follows, more or less, in the wake of England. The United States is favorably known, and all the surroundings indicate that the present attempt to open the country may best be made by the expedition under Admiral Rodgers. Whether a general treaty is required or not the State Departuent, it is believed, consider that one is needed to provide for the safety of seamen and others wrecked or driven on the Corean coast. It is also held that we can no longer consent that it shall remain pecu-Harly dangerous to our navigation.

THE LOSS OF THE GENERAL SHERMAN.

on to the Corea date back to 1888. It appears that a August of that year the American schooner General Sherman got ashore on that pennsula. The narrow for the country flocked about her whose the stranded, and a quarrel arcse between them and the crew, resulting in milary and womans to be the parties, and a quarrel arcse between them and the crew, resulting in milary and womans to be the parties, and a quarrel arcse between them and the crew, resulting in milary and womans to be the parties, and a fight in which all the latter, twenty-four in unmore, were ultimately destroyed. In consequence of this report the United States correctly that "he even the parties and the crew was not able to do the thin is the commander was not able to do that the latter, the states commander was not able to do that the latter, the parties and the cremisances of the affair on the spot title this the commander was not able to do that the latter, the matter was not allocated, and her even landed to quart or foot her make inquiries in a satisfactory hazaner. The latte Mr. Buringane, then minister at frein, in mediately brought the manner of the parties of the commander was not able to do the the matter was prosecuted by the Charg. Alter the resignation of the matter was prosecuted by the Charg. Mr. G. Weis williams, and Mr. George f. Seward, Consil General at Sanaighae. The latter of the parties of the The causes that have led to the present expedialmost entirely independent. It pays, however, a complianciary priorite to Cama, and for this purpose an embasy annually arrives at Pekin. The United States has no representative in corea, and had to seek explanations through the Chinese and Japanese authorities. It was though best to await the arrival of these digoitanes, when more direct intercourse with the officials of that country could be obtained. The embasy arrived in January, 1908, but no communication could be had with them directly, as the Chinese officials were particularly nation confined to their own quarters, and they themsel es were say of all intercourse, Mr. Secretary Seward, writing to Mr. Van Valkenburg, Minister to Japan, January 27, 1808, Says:—"we learn with satisfaction that the Japanese government has taken measures to open communication that the Japanese government has taken measures to open communication that the Japanese government has taken measures to open communication that the United States may be able to avail themselves of the good offices of the proposed Japanese Legation to impress upon the Coreans the necessity of a due respect to the power of the United States. The wrong we have sustained is unendurable, and camper be overlooked."

The United States steamer Shenandoah was despatched to Corea on the 18th of March, 1962, and the commander had intercourse with officers at different points on the coast, but learned nothing to corroborate the reports prevalent that some of the crew of the General Sherman were still hiving or that the government was disposed to send an embasy to take Western States. About this period there was some distinctance between the remaining the others, who were had no hand in the disaster that beleft the general Sherman and her crew, the discontinual of the government had no hand in the disaster that beleft the government had no hand in the disaster that beleft the government had no hand in the disaster that beleft the government had no hand in the disaster that beleft the government had no hand in the d

commander and intercourse with officers at different points on the coast, but learned nothing to corroborate the reports prevalent that some of the crew of the General Sherman were still hving or that the government was disposed to send an embrsay to the Western States. About this period there was some disturbance between the Fronch and the Coreans A collision took place and many French missionaries were murdered and others escaped from the country.

CO. EA AND ITS COMMERCIAL INFORTANCE.

The Corea, for which the squadron is destined is a peninsula, of which very little is Known. It is separated from Jana by the Straits of Corea, and from China by the Yellow Sea. It is 400 miles in length and 150 in width. It is traversed from north to south by a range of momentains. Some parts of the country are static and rugged; a considerable portion is covered with forests, and there are large tracts of well cultivated territory, predicting free, being, tobacco, &c. In the more open country there is abundant vegetation. The climate is cool and moist. The population is about six minious, or one-third that of Japan. The people are described as peaceful and industrious. However, they even exceed Chinese in Jeatoney of strangers. Corea pays homage and tribute to China, but the king wheles general sway, and may be considered independent. The arts and letters of China has the same written language, though the spice one is entirely different. general sway, and may be considered independent. The arts and letters of China have been to a great extent imported, and Corea has the same written language, though its spoken one is entirely different. The men of letters undergo startiar examinations and hold the same conspicuous places as in China. As stated above the Coreans exclude with the utmost vigor all foreigners from entering their country, and besides suppress Christian infections and their converts. The importance, however, of opening up the country to civinzed commerce has long engaged the attention of the China in the Gnif of Pechili much frequented by sur vessels. There are three of Japan, on the west const, similarly available to us. Right down between these just the Corean pennsula. The steamers of the Pacific Mail Steamship Company from San Francisco run for a distance almost in sight of the coast of Corea. To the norm sureth away possessions of Russia, having the river Annor as a natural channel and guide of their commerce in the Facific. Here are regions of China. Japan and Siberia, which have already a consideration frade. Within a year or two coal will be extensively worked in each, and it will soon be no longer necessary to bring this indispensable article around the Cape of Good Hope. Centrally situated, in dway in the long stretch of the Easiern Assaulce const, with foreign vessels afteredly sarring her chores in very considerable numbers, Corea cannot hope to exclude foreigners much longer, nor can it be possible inst, with a milla climate and a large and industrious population, commerce mas, under lavarable circumstances, flourish in her cities. The capital located. It would appear that, in 1885, the governcomstances, flourest in her controlly cores is king-ki-tao, an inland town and centrally cores is king-ki-tao, an inland town and centrally cores. located. It would appear that, in 1858, the govern-ment had been some time engaged in cradicating the Buddhist religion and iorbidding its exercise. This was done in deflance of Chinese law and authorities,

was done in deflance of Chimese law and authorities, Bobbis TEE CRAVE OF A KING.

During the pendency of the negotiations with the Chinese government (April, 1868) an expedition left shanghase for Corea. There were three leaders—a French priest, named Faront; a citizen of Hamoung, named Oppert, and F. H. B. Jenkins, an American citizen. The China, a North German steamer of 618 tons, was chartered for it, and a steam tender of sixty fons provided. About eight Europeans, twenty Manilas and loe Chinese saiors, beyond the complement of the sup, were engaged and embarked. They were all armed. Arrived on the coast of Corea, two smail boats were seized, and within two hours the tender towing them steamed up a river about forty miles. Here the crowd of armed men landed and made their way across the country to a traveracy, where the surrounding hills were covered with Coreans. there the crowd of armed men landed and made their way across the country to a graverard, where the surrounding hims were covered with Coreans.

and commenced to exhume the bones for which they came. They were contained in a stednear answers are compages and having penetrated through the cartil to it, they found themselves made to do more, and returated to the large steamer, having met no opposition which they had not overcome by the simple daspias of their arms or from in the air. The vessel was at once trains errord to mother point of the coast. The coast of from in the air. The vessel was at once trains errord to mother point of the coast. The coast of the coast of the coast. The coast of t

which could have been only known to one intimate with the region. The expedition salied April 30, 1808, and April 24, 81x days previous, Mr. Seward wrote to the State Department at Washington:—

Mr. Fresherck Jenkins, a citizen of the United States, formerly interpreter to this offers, gives me the following Information:—There are now in Shanghas four Coreans and a Bisbop for Corea of the Romish Church. These persons have been sent here by the Corean government. The purpose is to make inquiries concerning the state of feeling existing towards clored in regard to the alleged murder of French and the Corean government to send an embassy, so the cereois the American schooner of the corean in the Corean government to send an embassy to Americal and Europe to exist these persons for the Corean and Instead Genity and commerce. Mr. Jenkins expects to sail with these persons for the Corean in a few days, and believes that the result of the report of the commissioners and of his visit will be the sending of an embassy, as proposed. He expects to return to Shanghae in about a mouth, and that ambassalors, as indicated, will come with him.

Mr. Jenkins assigns, as reasons why he has been approached, the bedief of the Corean government that the proposed embassy would be more favorably received in America than elsewhere, and should be sant there first; and the fact that he is familiar with the Chinese language, which is the written language of Corea. Mr. Seward adds:—"It is a subject for congratulation that it is likely to be subject for congratulation that it is likely to be subject to read the Corean in the Corean in the Corean in the Corean of the real objects of the expedition—to exhume the bones of a former king and to hold them to force a large payment of money. He at the same time declared that he was innocent of any knowledge of the purpose until after saining, when it was too late to leave the vessel. In the case of the Colina the County from the control of the seamer; the French priest took his departure from Shang

American vessel which and been stranged in their country, and they were the only seamen that had been delivered to them.

Such was the condition of the affair at the beginning of 1898. Two men of-war had visited the coust and could obtain no satisfaction or information. The Corean authorities dented all knowledge of the vessel or the survivers, if any, of the crew. The consul considered the statement of the phot truthini, and, asting under instructions, requested the delivery of the two Christmans and two Chrinese. To this domand Prince Kung, the Chinese Prime Minister, replied:—"It will really not be best to prescuily send of a mission to Corea about the surrender of their prisoners, for it will probably be evasively excused, and the probable success of the effort imperfiled." The consul (Seward), who from the first favored an expedition to Corea, wrote to the State Department:—"Whatever causes may be at work at Corea, iam now led to behave that no negotiations not supported by a considerable show of force would be taken to be successia."

considerable show of force would be likely to be successful."

THE ENPEDITION DETERMINED UPON.

It was determined in Washington early in 1870 to send an expedition to Gorea, consisting of three ships-of-war, under command of Admiral Rodgers. Instructions were Issued to the latter stating that it was thought best to entrust the duty of opening negotiations with Corea to the American Minister at Pekin, Mr. F. F. Low, instead of the Admiral of the fact, because the political relations between China and Corea are such as to make it destrable to first obtain the good will and possibly the good oilices of the Chinase government. Mr. Secretary Fish remarks:—"It is hoped that the expedition will be sufficiently formidable to make a natural Rodgers will accompany it in person. Should, unhapping any cause for hostilizes occur daring this mission it is boped that the Navy Department will instruct admiral Rodgers in such asset to advise with his toped that the Navy Department will instruct admiral Rodgers in such asset to advise with Mr. Low End to leave with the State Department the responsibility of war or peace." In writing to Mr. Low the Secretary says. April 20, 1876:—"You will maintain entire transmess and arreserve with Admiral Rodgers, confeiring freely with him in every stage of the negotiations. It is not supposed here that you will probably one at his post. The negations point is proposed by a state of the Chinase government."

The expedition may now be considered fully on its way, and the armonious and friendly assistance of the Chinase government."

The expedition may now be considered fully on its way. The distance to be travelied is not great, and hews may be expected of its arrival at some porting the stance to be travelied is not great, and hews may be expected of the arrival at some porting the she harmonious and friendly assistance of the Chinase government."

The expedition with a lew weeks. It will be the duty of situations for the considered fully of inthis and expression given to the satisfaction exp

not that they were indecent by any means, but indicative or brutal instincts in their purchasers. A dicative of brutal instincts in their purchasers. A woman stood at the head of the counter inside, engaged in eager discussion of the chances of victory for the party of sports with whom "her man" was identified, occasionally pouring out a glass of ale or a measure of "Jersey lightning" as either was demanded by the loungers on the floor.

"five dollars to go in, an'y ex ken get it back if ye know how to bet," said the man behind the counter, with a grin and a wink, as the reporter expressed his desire to enter the linear room, at the door of which two men shood, in the double capacity of Ticket Takers and Senvingles, "Good enough! Now, mind ye, we won't have any mentioning of names. Ye'll give the main, but ye mustan't say a word about anything else," said the fellow, with an expression which finited at hitent ferceity.

Without promising to obey his orders, the reporter

"Good enough! Now, mind ye, we won't have any mentioning of names. Ye'll give the metil, but ye mustn't say a word about anvining else," said the fellow, with an expression which instead at intent ferocity.

Without promising to obey his orders, the reporter waked in with the crowd, which by this time (nail-past four yesterday) had considerably increased, and elbowed his way through a narrow passage, and having delivered up his ticket to the more responsible looking of the two sentinels and dicket takers, jound himself in the Jersey cockpit. The first thing he saw was a series of seats rising up from the ground nearly to the ceiling, and, knowing—that he would be safer from contact with the crowd by being above them, immediately climbed up and took his seat next an old man who was desperately endeavouring to engage half a dozen persons in his neighborhood in conversation. The view from the too benches was good; in fact it was the best that could have been selected. All the people in the pit, now numbering at least 150, were in full view, and the pit itself was open to inspection. There were present a moliey gathering of rundans, wealthy and poor; men of importance in the political world, and men unknown outside of the victous circles in appearance, educated or ill-dressed, flashy or mean in the first of the fl

to the roosters a crowin' inside and the roosters bettin' in here,

ISN'T IT BEAUTIFUL?

Weighin' from four pounds six ounces to six pounds. They have to light it out, these birds. Won't there be tearin' and scratchin' and clawin' 1 and whichever has least cocks killed gets the stakes. The stakes is \$2,000 a side and \$200 on each fight. Listen to the beggars, how they crow! Look here, I'll give or take a hundred on the first fight—you have yer choice."

The reporter declined, and remarked, by way of covering his retreat, that there seemed to be a great deat of delay in getting the lighting fowls ready. "They're heetin' 'cm." said the old man, and his eye sparkied. "See, they're gettin' ready the pit."

The pit was speedify cleaned, and two stalwart scoundrels knelt down and chalked off the distances for the leathered gladators. These were the "handlers," whose duty it would be to compet the doomed fowl to hack and gnaw each other

PREPARATORY TO THE FIGHT.

The crowing became louder and shriller, and at length it was ansounced from both sides of the pit to the judge—a fellow selected by the owners of the contesting fowls—that all was ready. Then the "handlers" appeared, each holding in his hands ine bird which he took care to boast loudly would "bust the other rooster, sure." The audience grunted with sanisfaction, and some were seen to rub their hands and beards and berray other evidences of exciteminat as the "handlers" and the otros approached each other. It was the beginning of the battle.

The reporter never saw a cock-fight before, and will never see another in he can possibly avoid it, and does not pretend, therefore, to understand the siang or appreciate the enthusiasm of the abandoned wretches by whom he was surrounded. These were his observations—The handlers, with the blieds, held fast by the bodies, in their hands, advanced toward each ciher; the audience

These were his observations:—The handlers, with the birds, held fast by the bodies, in their hands, advanced toward each other; the audience

APPLAUDED AND CHUCKLED ALOUD.

The bird in the hands of the fellow on the right of where the reporter sat was brown: the other, his opponent, red and white; each weighed six pounds exacity, and there was no perceptible difference in their size. Up went the arms of the handlers, now face to face, and the bills of the poor birds knocked together. A little piece of feest, a couple of feathers dropping on the groand showed the delighted audience that war to the knife between the combatables would be his result. Another shove forward of the spirited birds; more feathers falling to the ground, and a little more blood dripping down. Samething like a chter broke from the wide, gaping mouths of the brutes on the benches. A land enout of the "handlers" brought a shower of feathers, the cocks crowed definally, and were mad with passion. Then, on the carpeted floor of the eactoure, which is properly called the "pit," there were instantly seen the gladiators, two on stretched necks, two angry creats pointed and swelled within a few lineless of each other. As if reconnouting the enemy's position, each eyed the other knowingly, and waterful against sudden surprise. An indication of the results at the intended to execute a faink movement called his antagonist into action. With a bassing slap with his steel-clad heets at the results while the brown.

He changed front with amazing quickness, and

into action. With a passing slap with his steel-clad needs at the red and while the brown

He changed front with amazing quickness, and before his enemy could recover from the shock struck home quick and fast. Up and down, right and ied, they struck and scratched, gnawed and pulied, while the leathers flew and red spots marked the course of the confict. At length a lucky londered stroke by the red sent the white and red fowl rolling to the ground perfectly dead. It was pierced through the heart.

A quarter of an hour passed before the next pair were introduced, the audience in the meanume commenting on the

BAD TASTE OF THE LAST COMBATANTS in getting through so soon. But the next light and several following it were not so quickly fought. The birtos were encouraged to tear their, comba and soratch themselves mare than asual before being let down. Of course they fought went redoubled ferocity. The second fight was, to say the least, most cruelly conducted, after a desperate contest, during which the foot of the pit became spinked all over with blood, brades and feathers of the birds, the yields in the action of the defeated fowl, tearing the steaming fesh from its need and digital most is entraits with the steel. For more than a quarter of an hour did this

with the steel. For more train a quarter of an abunded this

DISGUSTING EXHIBITION
last, and when at leagth, filer a victors prod, the victorious bird ripsed open the warm breast of the dying creature, the inhunoan crown fairly yelled with delight. It was, as a heavy-nawen scoundred on a lower bench calmiy remarked, "a great fight." Money changed hands quickly; hundreds of dollars were lost and won in a lew minutes, and to the unmiterested eye of the reporter it seemed that THE CRIMINAL-LOOSING CHOWD

would any of them delight themselves to shod the blood of their kind for money.

The fun continued until late in the evening, interrupted now and then to allow the "boys" to include at the bar; but whether the Albany roughs or the rascally representatives of the New York coekingsting interest won the day, the Hieraldo reporter cannot say. After five birds had been tortured to death and the fifth became a mass of chicken blood, feathers and fifth, he was constrained to rush out and inhale some of the baimy spring air which blew pleasantly over the wretched place in which the disgraceful exhibition was held. Once out he did not want to go back to the foul atmosphere he was compelled to leave. And so ends the reporter's account of what he saw at a cock-fight in Jersey yesterday.

A SHOOTING AFFRAY.

All About a Sister-McGinness "Wings" Mc-Gill and Makes a Close Call for His Cra-

At half-past nine last evening two men, named Peter McGinness and John McGill, entered the liquor store corner of Beach and Greenwich streets, and, after remaining a few moments, commenced qu.r-reling about a sister of McGianess, that individual declaring that McGell had seduced her. Words ran declaring that McGull and seduced her. Words ran high for some minutes, when the former drew a small pocket pistol and commenced firing at McGull, who immediately ran out the door into the street, closely followed by McGunnis, who fired two more shots at him, one of which entered his shoulder, one penetrating his left arm, and the other—the one he had fired while they were in the saloom—grazing his nat. McGunness escaped, but was afterwards arrested by officer Fields, of the Fifth precinct, in a liquor saloon corner of Vesey and Washington streets. McGull, who is a cracker baker, and who has siways borne a good character, was taken to the Park Hospitat. McGunness is a butcher, and lives at No. 91 Hadson street.

A MUTE APPEAL.

Whereas an appeal in aid of the proposed monn ment to the memory of Laurent Cierc, signed by William B. Swett, as president of the New England Gallaudet Association of Deaf Mutes, has been issued and circulated in this State, in circular form, I feel myself called upon to advise and request that all the New York mutes will not respond to it nor furnish assistance to sand association in any manner whatever, until the meeting of the Empire State Deaf Mute Association at Albany, in August next. Ye', if any deaf mutes or other individuals should desire to pay in now any stans of money for the project above mentioned they may remit the money to C. S. Neweil, Jr., at the New York Institution for the Deaf and Dumb, station M. New York city, the treasurer duly elected by the Ithaca Convention, and not failing to say what the remittance is for. The treasurer will keep the funds safely deposited, and also a failfird account of the individual amount of every contributor. H. C. RIDER, President of the Empire State Association of Deaf Mutes. William B. Swett, as president of the New England

SHIPPING NEWS.

Almanae for New York-This Day. Sun rises...... 5 59 | Moon sets....eve 8 51 Sun sets...... 6 15 | High water...eve 10 11

OCEAN STEAMERS.

| Steamer. | Sails | Destination. | Office. |
|---|--|--|--|
| India City of London Donau Nevada. City of Wash't' Columbia. Colorado Australia Wisconsio | Mar 25 Nar 25 Mar 25 Mar 29 April 1. April 1. April 8. April 8. | Liverpool Bremen Liverpool Liverpool Glasgow Liverpool Glasgow Liverpool | 7 Bowling Green 15 Broadway. 68 Broadway. 19 Broadway. 15 Broadway. 7 Bowling Green 29 Broadway. |

PORT OF NEW YORK, MARCH 22, 1871. CLEARED.

Steamship Idaho (Br), Prica, Liverpool-Williams & Guion.
Steamahip Algeria (Br), Le Messurier, Liverpool—C G
Francklyn.
Steamahip Hatteras, Lawrence, Norfolk—Old Dominion
Steamship Co. Steamship Co.
Bark George Carl (NG), Ziesmer, Gibraltar for orders—
Fanch, Zdye & Co.
Bark Rambler (Br), Frazer, Turks Islands—Heney & Par-Brig Magdala, Campbell, Nassau, NP-Moss & Ward, Brig Colorado, Sponagle, Liverpool, NS-Geo A Philips &

Collins.
Bri; Madonna (Pr.), Jordan. St. John, NB—Jed Frye & Co.
Brig Alfarata, Wallace, Jacksonville—W Ray & Co.
Schr Addie Wessels, Thompson, Savanna-la-Mar—G Wessels es. Schr M C McLean, Chisholm, Charlottetown, PEI-Whitmaz & Foster. Schr Anna Shepbard, Newton, Fernandina—Baker & Day-Schr Jed Frye, Laugley, Brunswick, Ga-T M Mayhew & Schr Anna Tibbetts, Allen, Brunswick, Ga-Snow & Richrdson.
Schr C E Hellier, Mitchell, Charleston—H W Loud & Co.
Schr John, Williams Wijmington, N. —E S Powell,
Schr Ned Sumoter, Skaw, Satem—H W Ropes & Co.
Schr W D Mangum, Chase, New Bedford—Ferguson &

Wood:
Schr Lewis Jane, —, New Haven—Ferguson & Wood,
Schr V Barkelew, Holmes, Bridgeport—Rackett & Bro,
Schr Dart, Williams, Stamford,
Schr Dart, Williams, Stamford,
Schr Sei fügdwin, Waterbury, Stamford,
Schr Neille Bioomneid, Hobbie, Stamford,
Sleop Lewington, Freeman, Hartford and New Haven—
Rackett & Bro,
Steamer Fannie, Fenton, Philadelphia,
Steamer Authracite, Green, Philadelphia,
Steamer Authracite, Green, Philadelphia,
Steamer Rickof, Walley, Philadelphia,

Steamer S C Walker, Sherein, Philadelphia.

ARRIVALS.

REPORTED BY THE BERALD STRAY YACHTS. REPORTED BY THE BERALD SCRAY YACHTS.

Steamship Thuringia (NG), Ehlers, Hamburg March & via Southampton 11th, with mides and \$2\circ* passengers, to Kunhardt & Co. Has westerly winds to the Banks; from thence light, variable winds and moderate weather; passed several icebergs in lat 44 20, ion 48 49; Narch 15, lat 45 20, ion 44 15, nassed a Montreal teamer, bound east; 12th, 6 AM, lat 43 40, ion 54 50, a Cunnt d steamer, bound east; 12th, 6 AM, lat 43 40, ion 54 50, a Cunnt d steamer, bound east; 3mm eday, 7 PM, passed a Montreal steamer, bound east; 3mm eday, 12 M, passed a Montreal steamer, bound east; 3mm eday, 14 41 25, ion 62 50, steamer Eyd of Brussels, hence for Liverpool; 21st, lat 41 25, ion 62 50, steamer France, do do; same day, 3 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 3 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 3 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 3 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 8 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 8 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 8 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 8 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 8 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 8 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 8 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 8 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 8 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 8 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 8 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 12 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 12 PM, lat 41 25, ion 62 50, steamer France, do do; same day, 12 PM, lat 41 25, ion 62 50, ion 62 50, steamer France, lat 41 25, ion 62 50, ion Norfolk, who make and passagers, greamship Co.
Steamship E C Knight, Johnson, Georgetown, DC, via
Hampton Ronds March 18, and Delaware Ereakwater 29th,
with mose and passengers, to G B Merrick.
Steamship Volunteer, lowe, Philadelpaia, with mose, to
the Lorlibard Steamship Co.
Steamship Millville, Renear, Millville, NJ, with mose, to
the Lorlibard Execution. Steamship Volunteer, Irowe, Philadeipala, with mase, to the Lorillard Steamship Co.

Steamship Millville, Renear, Millville, NJ, with mase, to Whitehall & Talem.

Bark General Birch (Nor), Amundsen, Liverpool, 58 days, with mase, to order-vessed to Funch, Edye & Co. Had NW and SW gales for 34 days, during which time had only reached to lat 20, where she got the tradewinds, but very light; ran down to lat 19; since bad fine weather; been 4 days N of Cape Henry. March 16, lat 34 15, lon 74 40, spoke bark Tidal Wars, from Boston for New Orleans, who reported having encountered southerly winds since leaving port; 18th, lat 37, lon 73 40, sohr Startight, from Cardenas for New York.

Bark Courier (Br), Barilett, Terranova 26 days, with brimstor to McLean, Barila & Co-vessel to 6 F Billey. Passed Cibraltar Feb 3; had strong W gales in the Mediterranean, the weather in the Atlantic,

Bark Alma (Br), Brisco, Leghorn 58 days, with marble and rags, to Funcil, Edye & Co. Passed Gibraltar Feb 4; had strong W gales in the Mediterranean; shifted cargo; made the southern passage and had fine weather in the Atlantic; March 29, of Farnegat, had a heavy gale from NE to ENE, nasting 12 hoars; lost foretopgalanemens.

Eark Eliza & Maria (Br), Pallot, Santos 57 days with coffee to E Parenatedt & Oo-essel to Geo F Bulley. Crossed the Equator Feb 32 in 10n 34 18; had variable weather; 4 days N of Hatterns.

Bark Eugenia (Br), Charon, Montevice 52 days, with wool and-blods, to master. Crossed the Equator March 2 in 10n 28; had dine weather south of the Equator, since strong SE winds; no date, lat 20 N, 10n 68, passed bark Kensington (Br), from Cardiff for Boston.

Bark Mayflower (of New Haven), Hotchkiss, Ponce, PR, 12 days, with mythous contents and contents weather. weather.

Bark Marflower (of New Haven), Hotchkiss, Ponce, PR, 12 days, with moiasses, to H Trowbridge's Sons. Had fine weather.

Bark Era (Br), McCulloch, Calbarien 8 days, with sugar to
JF Whitney & Co. Had fine weather; has been 3 days N of Hatteras.

Bark Rialto (Br., Smith, Cardenas 8 days, with sugar, to master. Had the weather; has been 4 days north of Hatte-Hark Rialto (Br., Smith, Carlenas 8 days, with sugar, to manier. Had fine weather; has been 4 days north of Hatteras.

Mark L T Stocker of Roston), Bibber, Matanzas 11 days, with sugar to the New Jersey Sugar Redning Co-vessed to marter. Has been 6 days north of Hatteras with strong Nt with sugar to the New Jersey Sugar Redning Co-vessed to marter. Has been 6 days north of Hatteras with strong Nt with 438 33, 100 73 13, spoke brig Elizabeth (Br.), from Cape of Good Hope for Boston.

Brig Pacifico (Hal), Castone, Naples 68 days, with fruit to order-vessel to Funch, Edge & Co. Passed Gibraitar Feb 6; had strong NW and SW gaies the entire passage.

Brig Zephyr (Br.), Gibson, Cape Town, COH, 60 days, with wool and a passengers to H E Maring & Co-vessel to Slocovich & Co. Passed St Helena Feb 3, crossed the Equator Feb 18 in ion 25 W; had into weather throughout.

Brig Sarah Crowell (Br., Morris, St John's, PR, 13 days, with sugar to J V Orativia & Co-vessel to master. Had inne weather up to Hatteras; 5 days north of that point with strong NE winds.

Brig Morancy of Boston), Hill, Calbarien 10 days, with sugar to Panford Knowlon & Co-vessel to Thompson & Hunter. Had fine weather to Cape Henry.

Brig Ponrert, Alen, Genfuegors 16 days, with sugar to Ponvert & Co-vessel to Thompson & Hunter. Been 6 days N of Hatteras.

Brig Herald (of Philadelphia), Hanson, Matanzas 10 days, with bushwases to Luning Goossmann. Sessel 10 master. Had ter. Had fine weather to Cape Henry.

Brig Powrert, Alen, Genfuegos 16 days, with sugar to Ponvert & Co-vessel to Thompson & Hunters.

Brig Herald (of Philadelphia), Hanson, Matanzas 10 days, with Handle of Polisdelphia), Hanson, Matanzas 10 days, with molasses to Louis Grossman-vessel to master. Had light winds up to Cape May, thence E gales with thick fog.

Brig J H Gliespie (Br), Gow, Matanzas 11 days, with sugar and melanto to P v King & Co-vessel to Peniston & Co. Has been 6 days north of Hatterns with strong N and NE winds.

Schr Ring Dove (of Calala), Swan, Ponce, Pr., 15 days, via Delaware Freakwater 2 days, with sugar and molesses, to H H Switt & Co-vessel to Jed Frye & Co. Had line weather; has been 6 days north of Hatteras, and molesses, to UH H Switt & Co-vessel to Jed Frye & Co. Had line weather; has been 4 days north of Hatteras, Schr Decorra (of Machias), Clark, Aquio 17 days, with 10g-wood, to Morrison & Bartow. Had light winds up to Cape May, since zirong easterly winds.

Schr John Atwood (of Provincetown), Galleshaw, Baracoa, 8 days, with iruli, to Douglass & Griffin-vessel to B J Wenberg. Had inne weather up to Hatteras; has been 4 days north of that point, with thick fog.

Schr Abole Guain (of Boston), Fountain, Carleeas 16 days, with molasses, to order—vessel to J M Elwolt & Co. Had fine weather up to Hatteras; has been 4 days north of that point, with Mh Arinds.

Schr J S Spencer (of Boston), Lofkin, Matenzas 15 days, via Bolaware Breakwater 2 days, with sugar to J M Cabellos—vessel to Miles & Houghton, Had moderate weather.

Schr Thoms Clyde (of Philadelphia), Cano, Trinidal 17 days, via Delaware Broakwater 2 days, with sugar and melado to Latasea & Co-vessel to Matent. A Shejht.

Schr J Spencer of Boston (Hattera has been 5 days noth of that point, with Mh & Pinds.

Schr J Spencer of Boston), Had moderate weather.

Schr J Spencer of Boston (Hattera) and Matenza Hadelios—vessel to Miles & Houghton. Had hadder & Gow hadder &

Schr Mary Farrow, Bagley, Charlesion 6 days, with lumber to J H klainy—vessel to S C Laurt & Co. Schr Albert Mason, Ross, Richmond, Va, 5 days, with modes, to Van Brunt & Sisght. The bark Harvest Moon was 50 days from Messina, not 80 days as stated yesterday. She left Messina Jan 28 and anchored in the lower bay 20th inst.

Plassed Through Hell Gate.

LOUND SOUTH. Steamship Neptune, Baker, Boston for New York, with make and passengers, to H F Dimock.

Brig Myrdous, Higgins, Messina for New York, 50 days, with fruit, to Jas Henry, Schr G W Rawley, Rawley, St George, Mc, for New York, with stone to Beats & C.).

Schr Alaska, Strout, Powland for New York, with immber to Simpson & Clapp. Schr Alaska, Strout, Portland for New York, with lumber o Simpson & Clapp.
Schr M. J. Laughton, Laughton, Portland for New York.
Schr Riverdaie, Bröwn, Gioucester for New York.
Schr Julia E Tate, Tate, Hosson for New York.
Schr Julia E Tate, Tate, Hosson for New York.
Schr Young Tasser, Young, New Hedford for New York.
Schr Emma C Latham, Davis, Fairhaven for New York.
Schr Ida Searls, How, New Haven for New York.
Schr Intelis, Gale, Providence for New York, with mdse
and passengers, to J F Ames.

BOUND EAST. amship Acushnet, Rector, New York for New Bedford, g Alice Givens (Br), Givens, New York for St John,

Schr Sarah Thompson, Smith, Philadelphia for New Haven.
Schr New Regulus, Hathway, South Amboy for Dighton.
Schr Moacs Eddy, Cottrell, Elizabethport for Providence.
Schr Beile, Kingsley, Hoboken for Providence.
Schr Beile, Kingsley, Hoboken for Providence.
Schr Farlell, Smith, New York for Catals.
Schr Inquest, Boyd, New York for Providence.
Schr Sch Mances, New York for Providence.
Schr S M Mances, Mapes, New York for New London.
Schr Excelsior. Murphy, New York for Co'd Spring.
Schr C Nath, Rawley, New York for Boston.
Schr Eimirn Warren, Warren, New York for Boston.
Schr Eimirn Warren, Wentworth, New York for Salom.
Schr Eimirn Warren, Wentworth, New York for Salom.
Schr Edd Webster, Wentworth, New York for Salom.
Schr Lewis Jayne, Suffern, New York for New Haven.
Schr Mach, Harringdom, New York for Taunton.
Sicamer Metts, Davis, New York for Providence.

SAILED.

Steamships Idaho, and City of Dublin, Liverpool; Saida, London; Hatteras, Norfolk.
From Quaranthe 21st, barks Hans, Bremen; India, Constantinople; Jas Welch, Barbo os; brigs Fanny, Cronstant; Gen, Barbados; Camila, Havana.
All the vessels which have cleared during the past five days and have been detained in the harbor on account of the unfavorable state of the weather sailed yesterday and to-day.
Wind at sunset SW, light.

SHIP STAR OF HOPE, Leach, from Liverpool March I for San Francisco, has put back (18th), having been ashore. BARK FRANCES BOURNEUF (Br). Oliver, from Ardrossan Teb 25 for New York, put into Crookhaven previous to 21st inst diamasted.

inst diamasted.

BARK HASTINGS (Br., Graham, from Leghorn Feb 21 for Boston, put into dibrattar previous to 18th inst leaking.

BARK HARZURG, from Charleston for Queenstown, which got ashore near the air in leaving port March 21, came off and weut to sea 23d.

BARK CABO, at Philadelphia March 21, reports was in collision with bark Sam Sheppard ias before reported), and had jubboom, martingale and foretopmast head carried away.

away.

BRIG HATTIE E WHEELER, Bacon, from Portland, with shooks, at St. Pierre, Mart, March 4, reports:—Feb 15, in the Gulf Stream, experienced a severe gale; lost main boom, gaff wheel, boats, skylight, two men and illed the cabin with water.

SCHE LIZZIE A WATSON, from Cardenas for Philadelphis, ashore on the Joe Flogger, is a total loss—versel and cargo. She has settled in the sand and her bulwarks are now under water. She has been stripped of salis, &c. SCHE S S BICKMORE, Barker, from New York, arrived at Savannah 21st inst, leaky.

SCHR WM JONES, Babb, of and from Rockland for New York, with a cargo of granite, went ashore night of 20th inst on Beaver Tail, and sunk. on Beaver Tail, and sunk.

Soun Walton—Advices from Masonbore Beach represent that the schr Walton is fa about the same position as when first driven ashore. The northeasterity winds of Sunday and Monday afternoon du not damage her at all, and it is probable that she will be got off. The cargo is now being taken out by the Mesers Beer, but in a damaged condition, as the vessel is full of water.—Wilmington NC, Journal, March 2L. Cowes, March 9.—Put in, the Eremen having spoken the American ship Priscilla, from New Orleans for Liverpool, in lat 42.25 N, ion 46.05 W, with rudder broke; refused assistance.

LIVERPOOL, March 8—The Mary G Reed, Welt, arrived here from Savanush, reports Feb 5, at 5 PM, lat 36 53 N, lon 73 12 W, passed what appeared to be a reasel's mast, belonging to some wreck; kept off, and at 6 PM passed close to it, when it appeared to be a vessel of about 200 tons, pointed black, with white houses on deck, bowsprit gone, foretop-mast broken off just below the hounds, foretop-sall yard gone, foreyard a-cock-bill, mainmast gone just above the deck, and the wreck of the mainmast, together with the boat, full of water, lying alongside. She was laden with pitch pine logs, and appeared only recently abandoued.

LEWES, Del, March 22—A steamer, reported to be the San Quinton, from New York for Havana, put in here yesterday, leaking.

ST HELFNA, Feb 12.—The master (Hayward) of the Jennio Edlingwood has deedded on discharging a further quantity of eargo to bring the copper out of water, as there is an appear-ance of an attack by worms.

ance of an attack by worms.

TUCKERTON, NJ, March 20—Pleace of wreck have been coming above on Long Beach for the past three days, as also empty sugar casks and a few oranges. To-day a part of the ster. of a vessel, with New York on it, and a cutarter board, with the name Montrose on it, came ashore. There is not a piece of the wreck arge enough to tell what class of vessel she was. She is supposed to have broken up on Barnezat Shoals. The wreck of the brig Montrose, from Ponce, PR, for New York, before reported sunk off the Highlands by collision with steamer Albemarle.) Miscellaneous.

San Jacinto, from Savannah, for his attentions.

Notice to Mariners.

Notice to Mariners.

WEST INDES-CAPE CRUZ, ISLAND OF CURA.

Official information has been received through the Department of State that the temporary light which has been exhibited from Cape Cruz, on the south side of the Island, distant 126 miles to the westward of St. Jago de Cuba and SW of Marzalillo, was changed on the evening of the 5-h of March, 15-l, to a second order catadiopuric fixed white light, varied by red dashes at intervals of three minutes. Its goographed position is, approximately, lat 19 43 2 N, hoa 77 48 23 W of Greenwich.

The tower is of the Tuscan order, built of hewn stone, 107 feet high, with a focal plane at an elevation of 115 feet, and may be seen from the deck of a ressel 15 feet above the level of the seen, 18 nautical miles. The tower is of the material color of the stone. The keeper's dwelling is a large rectangular building, with portices of 10 pillars in front and rear, painted a light yellow. Vessels passing the light from E to W or from W to E should keep well off the coast until it has been passed, in order to avoid the reef which it is designed to mark. Vessels bound to Manzanillo will require pilots. This light will warn vessels of their approach to Cape Gruz, and to the shoals and small Islands which extend along the coast from the Cape to the northward and westward.

Whalemen.

Coast from the Cape to the northward and westward.

Whulemen.

Arrived at Barbados March 6, sehr Mary E Simmons,
Taylor, of Provincetown; last from Dominica.

Arrived at olar Town Jan 1, bark George &
Susan, Stapleford, of NB, with 500 bbis sp. 525 do black
oil and 2.562 bs bone.

A letter from Capt Jones, of bark Camilla, of NB, reports
her at sea Nov 20, having taken 100 bbis sp. oil since leaving
port in Oct. A letter from Capt Jones, of bark Camilla, of NB, reports her at sea Nov 20, having taken 100 bbls sp oil since leaving port in Oct.

A letter from Capt Allen, of bark Sea Ranger, of NB, reports her off and on at Bay of Islands Jan 16, with 500 bbls sp oil; would sail next day on a cruise.

A letter from Capt Fulier, of bark Napoleon, of NB, reports her at Norfolk Island Jan 8, having taken 200 bbls sp oil since leaving there in Nov.

A letter from Capt Wisson, of ship Mitton, of NB, reports her at Bay of Islands Jan 17, having taken 200 bbls sp and 90 dow hol since last report. Reports, no date, &c, bark Rijza, Dimond, NB, 1000 bbls oil, Joseph Caton, second officer of the Eliza, was crushed to death between a blanket piece and the side of the ship.

A letter from Capt Briggs, of ship James Arnold, of NB, reports her at Bay of Islands Jan 24, with 250 bbls sp and 75 do wholl.

A letter from Capt Briggs, of ship James Arnold, of NB, reports her at Bay of Islands Jan 24, with 250 bbls sp and 75 do wholl.

A letter from Capt Slocum, of bark Louisa, of NB, reports her at Bay of Islands Jan 24, with 250 bbls sp and 75 do wholl.

A letter from Capt Slocum, of bark Louisa, of NB, reports off French Rock Jan 10, nothing snee last report. Reports off French Rock Jan 10, nothing snee last reported; Northern Light, Baker, do, nothing on that ground; Janet, Macy, Westport, clean; ship Omward, Fulver, NB, from Sanawich Islands, oil not reported.

A letter from France P Webb, United States Consul at Zanzibar, reports bark Merlin, Allen, NB, having been spoken Dec 17, with 800 bbls sp and 1 whale alongside: all well, and would cruise before going to the lalands; 2 days after saw benchmark of the special spane of the special spane of the lalands; 2 days after saw below the lalands. The later of the Balands; 2 days after saw below to the lalands; 2 days after saw below to the lalands; 2 days after saw below to the lalands; 2 days after saw young the same the lalands; 2 days after saw young the lalands.

er boiling.
Dec 27, bark Lydia, Gifford, NB, clean.
Jan 14, bark Xantho. Lavers, NB, 350 bbis oll.
Jan 14, bark Osceola 2d, Chase, NH, cutting m a whale.

Spoken.

Spoken.

Bark Elizabeth Ann Oliver, from Manila for New York,
Dec 25, lat 9 49 S, lon 103 52 E.
Bark Eva. Flaher, from Liverpool for Mobile, March 3,
lat 48, lon 17,
Bark Indiana, from Liverpool for Mobile, March 4, 11
miles NE of Tuskar.
Bark Surah B Hale, from Cardenas for Boston, March 21,
50 miles SE of the Highlands (by pilot boat Ariel Patterson,
No 12). No 12).

Schr Daisy (of Halifax), bound E, March 19, 11 AM, lat 28
36, lon 70 01.

The Bloom (?), reported American bark, from Calcutta for
New York, 56 days out, Jan 14, lat 32 20 8, lon 24 15 E.

The Fredonia (?), from New York for Sydney, NSW, Jan
12, lat 29 8, 100 30 40 W.

The Victoria (?), from Paltimore for Cork, Feb 28, lat 48, lon 34. Foreign Ports.

AMSTERDAM, March 3—Arrived, Windermere, Yeoman, and Athlete, Churchill, Savannah; 4th, Eureka, Holloway, New York; 5th, Agnes Campbell, Landry, Charleston; Rissor, Peterson, New York; 5th, Frectoss, Lindgren, Baltimore; 7th, Hector, Jenkins, Mobile; Brazil, Crowell, and Alling Mines, Savannah more: 7th. Hector, Jenkins, Mobile; Brazil, Crowell, and Alpine, Hines, Savannab.

ANTWER!, March 5—Arrived, Fenwick, Toye, New York; 6th, Eina, Abjorsen, do; 7th. Seaman, Curry, do.

Sailed 6th. St Mary, Hallowell, Cardiff.

AKYAN, Jan 24—Arrived, Jas T Wright, Morse, Bombay; Feb I, Regent, Howes, Maurilius.

ALGOA BAY, Jan 39—Sailed, Result, Baker, Boston.

ARROVO, PR, March 5—In port brigs Jennie Morton, Gamage, for Baitimore 10th; Saml Weish (Br), Darrah, for do; Magzie, Morgan, from do, discharged; Elize & Henricitte (Arg., Wilson, from do, disc; Schr Lottle, Johnson, from Kew Haven; and other, disc; Schr Lottle, Johnson, from Aquin, March 4—In port schr J W Maitland, disg.

Bulston, (Pill), March 9—Arrived, Petunia, Johnson, New York.

ork. BROUWERSHAVEN, March 7-Arrived, Arnold Boninger,

FOR.

BROWERSHAVEN, March 7—Arrived, Arnold Boninger, Steenken, Helvoet.

BREWERAVEN, March 4—Safled, Anton, Fricke, New York; fith, Hannover (s), Himbeck, New Orleans.

BOMBAY, Feb II—In port ships Bennington, Sherman, for Liverpool lag; Golden City (Br), Jones, for New York, do; Eddystone, Peterson, diag; United States, Lunt, unc.

BARACOA, March 12—In port sehrs Britannia (Br), for New York; W H Steee, for Charleston; Geo Washington, for do; D Sawyer, for New York; Addie Osborn, for do, wtg; Crown Foint, for do do; S E Pabens, for do do; Israel Show, for do do; S C Noyes, for do do; W J Holmes, for do do; Julia A Beeker, for do do.

CARDIFF, March 4—Arrivel, Midnight, Hatch, Havre, Sailed Sth, Hengin, Oisen, New York.

Cleared Sth, Sen Bangs, Batcheider, Rio Janeiro.

Ent out 6th, Perglessa, Allen, for New York; Sabine, Breaker, Galveston.

COWES, March Off the Manifes fith, Norton, Maine, from

OADIZ, March 6-In port brig Aablue (Nor), Blix, from New York, arrived 2d. Suitet Feb 25, brig Kyrre (Nor), Halvorsen (from Leith), Philadelphis. comb. do.

CAPT HAYTIEN, March 7—In port schr William (Br.), Outhouse, from Heston,
DEAL, March 9—Arrived, Blandina Duiley, Kyle, London
for Boston (and sociored); Lizzie Williama, from Boston
for London; Eitza, from Baltimore for do: E W Stetson,
Moore, from New York for do—and all proceeded.
Passed by 2d. Batchelor, Tooker, from Charleston for Amsterdam; th, Crescent City, Delano, from New Orleans for
Bremen.

DUNGENUSS, March 8-Off, J G Norwood, Harkness, from Gairenton for Amana S.—In the roads, Mindet, Brunsgas, from New York.

Falmours, March 7.—Arrived, Nicianx, Slacomb, New York (and cleared for Bremen): Fair & Easy, Taylor, New York; Eleanor, Frein, do; India, Svendsen, Baltimore, Sailed 7th, Dover, Stiphen, Havre, G.Asgow, March 8.—Sailed, Caledonia (a), Ovenstone, Casgow, Casgow, March 8.—Sailed, Caledonia (a), Ovenstone, Casgow, Casg Amsterdam. March 8-In the roads, Mindet, Brunsgard,

Sailed Ru, Borch 8-Sailed, Calegoriae Glasgow, March 8-Sailed, Calegoriae New York. GIRGESTI, Feb 25-Sailed previous, bark Sues (Ital), Cris-cuircio, Philadelphia. HELVOET, March 7—Arrived, Hirundo, Christensen, New HELVOET, March 7—Arrived, Lincoln, Troit, New Orleans;
HANUURG, March 5—Arrived, Lincoln, Troit, New Orleans;
Mary Ida, McHenry, New York; 6th. Alemannia (a). Barenda, New Orleans; Xulia, James, Bingapore; 7th, Friedburg, Boysen, New York.
Satlet 4th, Frank Lovits, Smith, Philadelphia; 5th, Aurora, Ulloy, New York (and from Cushaveo 6th); 6th, Terpsichore, Ricale, Baker's Island.

Kirslee, Baker's Island.

Arrived, All Cushave, Holjes, Brouwershartived At Cushaved.

Kirslee, Holyen, Small, Calaso; Hawthorn, Williams, Philadh, S. Green, Small, Calaso; Hawthorn, Williams, Philadh, Davidson W. Elwell, Wren, New York; 6th, Abby Rycesson, Davidson W. Elwell, Wren, New York; 6th, Abby Rycesson, Davidson W. Ryerson, Dennis, do. HAVER, March S.—Arrivot, Arvid, Scarrer, Baltimore (In quarantine); 7th, Mountain Ash, Carr, and Robert Godfrey, Akkimon, New York. LIVERPOOL, March 8.—Arrived, Hooghly, Crowell, Balti-

more,
Also arrived 21st, steamship City of Antworp, Lochead,
New York; ships Louiss, (Br.), Glover, New Orleans; Timour,
Leach New York; barks Arbitrator (Br.), Inlen, Charleston;
Harvest Home (Br.), Gorman, New Orleans; Ivig Maria W
Norwood, Washborn, Gaiveston; schr Parepa, Packor, Galveston.
Sailed Mi, Novada (s), Green, and The Queen (s), Thomas, New York.
New York.
Cid 4th, Centaur, Foster, New Orleans; Nile, Newcomb, New York; Hope, Hancook, Philadelphia; Sth, Giles Loring, Pinkham, Carcenas; Canada, Patton, New Orleans; Sen, Bonnar, do; Queen, Espeland, Philadelphia; Knight Errant, Stoble, San Francisco.

Bonnar, do Queen, Espeiand, Philadeiphia; Knight Errant, Stable, San Erante Merrington, Curtis, Halifax; Belgravia, Dekrous, Stable, San Erante Merrington, Curtis, Halifax; Belgravia, Dekrous, Stable, Merrington, Curtis, Halifax; Belgravia, Charle, Potter, Philadelphia via Ardrossan; Austrian (a), Wylle, Portiand; Weathersfield, Kare, San Francisco via Trono (Granock; Fleur de Lis, Rees, San Francisco via Tronock; Fleur de Lis, Rees, Ceen Rover, Hammond, Cotombo; Luffra, Rodges, New York.

LOSHORS, March S-Arrived, Ocean Rover, Hammond, Cotombo; Luffra, Rodges, New York.

LIGGIOSEN, March S-Sailed, Marcsca, Marcsca, and Eroe, Mastellone, New York.

ARSINDA, Merch S-Sailed, Marcsca, Marcsca, and Eroe, Mastellone, New York.

MCSINDA, Feb 23-1 in port barks Horace Scudder, Gonld, for Philadelphia, ldg; Smyrniote, Mackay, and Abdelfander, Groenick, for New York, do; brigs, for do, do; Veteran (Br., Saow; Acadis (Br.), Ganlor, and Samoljot (Sw., for United States, do.

Sailed Feb 21, Mary Edson, Hores, Boston; 224, Fingal (Nor), Thorsen, New York; D. McPherson, Mason do.

MALTA, Feb 23-Sailed, Victoria, Plessentein, Philadelphia.

Manbelller, March 2-Sailed, Amelia, Guidlee, New

MARSEILLES, March 2-Sailed, Amelia, Guidice, New MARSEILLES, March 2—Saites, Malaga, March 4—Cleared, steamship Dorian (Br), Young, New York via Gibraitar.
MALPHIA, Feb 24—Saited, Rosa de Faro, Mascarenhas, New York.
MALPHIA, Feb 24—Saited, Rosa de Faro, Mascarenhas, New York.
MALPHIA, Feb 24—In port sehr W D Bickford (Br), Mellen, for Boston.
NEWPORT (Mon), March 7—Saited, Titania, Jensen, New York.

York,
Ent out 7th, G Strickland, Strickland, New York,
FLYMOUTH, March 6- Put in, Holland, Petterssen, from
Antwerp for Boston; 7th, Achates, Olsen, from Middlesborough for New York,
PALERMO, March 1—Arrived, Geo E Thacher, Thacher,
Genon. Genoa.

Cleared 1st, Creole, Cravena, Roston; Caterina, Casella,
New Orleans; Vincenzo, Corvaja, New York.

PASSAROKANG, Jan 13—Arrived, Topgallant, Phillips, Ba-

ARBAROKANG, Jan 13—Arrived, Topgaliani, Phillips, Batavia.

PONCR, PR, March 3—No vessels in port,
QUEENSTOWN. March 6—Arrived, Helena, Samuelson,
Liverpool for New York.
Saiget Stb, JW Seard, Carter, London; John Ritson, Wylis, Dunkirk; Duncraiz, Finlayson, Dubin: Favorite, Greenman, Hare: Nordens Dronnings, Hellison, do.

SHURLDS, March 8—Salled, Canova, Blance, New York.
ST JOHN'S, PR, March S—In port brig Castilian, Lang, for
Boston: schra D F Keeling, Robinson, for Baitimore; Stampede, Evans, for Philadelphia.

Table Bay, Jan 29—Salled, Zephyr, Gibson, New York
and sailed from St Helena Feb 3; 22th, Silver Cloud, Challis,
Boston. Vigo, Feb 28-Arrived, Barreras, Dios, New York.

American Ports.

ALEXANDRIA, March 21—Arrived, steamship John Gibson, Winters, New York.

Sailed—Schr J F Durfes, Murty, Fall River.

BOSTON, March 21—Clenred, steamships Panther, Mills, Savannai: Wm Kennedy, Hallett, Ballimore; bark Stormy Petrel (Br., Tirkell, New Orleans; schr A Hammond, Paine, Newark, NJ., 22d—Arrived, steamship Samaria (Br.), from Liverpool via Oneenstown. Queenstown.

Also arrived, steamship Glaucus, Walden, New York.

BALTIMORE, March 21—Arrived, brig Airolo (Br. Ellis,
Arriveo, PR; schr Mary D Haskell, Hvskell, Port Henry,

Arroyo, P.R.; sear Mary D dassen, russen, rore heavy, Pia.
Cleared—Bark Bella Donna (Nor), Venningsen, London-derry, I; brigs Bernhard (NG), Luning, London; C C Vanhora (Br), Harris, Wilmington, NC: schrs H Townsend, Riseley, New York: Suliste, Dester, Portsmouth; Tarry Not, Knowies, Portland; A H Leaming, Bowen, Fall River; Walter Palmer, Call, Providence.
Went to sea 28th, brig Potomac, for Demerara.
BRIDGEPORT, March 22—Arrived, schrs Julia A Tate, Tate, New York; Flora Temple, Rowland, Port Jefferson; Mary Bacon, Spring, Cold Spring; sloop Dispatch, Lynch, do.

Mary Bacon, Spring, Cold Spring; aloop Dispatch, Lynch, Salied—Schra Ella Jane, Allen, and Caroline & Cornelia, Salied—Schra Ella Jane, Allen, and Caroline & Cornelia, Crowley, New York; J W Hine, Lane, New Haven.
CHARLESTON, March 22—Arrived, schra M C Hart, from Greenport, Li; Eingleader, Norfolk; Mahaska, do; B Gartstle, Philadelphia; W B Mann, Baltimore; Mary Ella, Savannah.
Salied—Schr Baltic, for Geargetown, SC.
FOLTRESS MONROE, March 12—Passed in, brigs Annie Lincoln, Small, from Zaza; Ellen Marie, Hoxle, Havann; Camilla, Logan, Palermo; schr Annie Bavard, Whelpley, Matanzas (all for Baitlmore Bassed out—Ship May Dundas, for Amsterdam; barks Amazon, Rio Janeiro; Inca, Bremen; Caroline Lamont, Charleston; Manitou, and O M Hume; brigs Lindhelm, for Relfast; Rebecca, Cork; John Boyd, Rio Janeiro; Chalta-

Charleston: Manitou, and O M Hume; brigs Lindhelm, for Reliast; Rebeeca, Cork; John Boyd, Rio Janeiro; Chattanoga, St Johns; Cleta, Porto Rico; schras S K Lawrence, Cadlz; Shiloh, Matanzas.

GALVESTON, March 21—Arrived, ship Coldstream, Greenman, Liverpool (before reported arrived 8th).

NEW ORLEANS, March 21—Arrived, steamship Lodona, Hover, New York.

NORFOLK, March 20—Arrived, brig Water Lily, Higeins, New York; schra Chailenfe, Hickmore, Rockbort; Isabella, Pearce, and Leura H. Jones, Cousins, Boston, Clearea—Schr J K Lawrence, Phase, Jamaica.

Saided—Schr J K Lawrence, Phase, Jamaica.

Saided—Brig John Byers (Br., Barbados (and left Hampton Roads 21st).

NEW PORT, March 20, PM—Arrived, schrs Wm II De Witt, Parker, Sandwich for New York; Robert Byron, Clark, Frankfort for Halimore; Issac Orleton, Acheru, Fall River for Union Island, Ga; Adrian, Emery, Rockland for New York; Hannie Westbrook, Littlejohn, Portland for no; Guward, Arey, Bucksport for do; John McAdam, Willard, Boston for Charleston.

Salled—Schrs Chas S Bayles, Steele, Providence for Modelle; J Medicars, Cr. well, do for New York, for Callajo.

ton for Charleston.

Sailed.—Schrs Chas S Bayles, Steele, Providence for Mo-bile; J McCroskey, Cr. well, do for New York (or Calais); Ann Elizabeth, Getchel, do do; S K Lane, Fuller, Yarmouth r New York. NORWICH, March 20-Arrived, schr Margaret Kennedy, New York,
New York,
NEW LONDON, March 20—Arrived, achrs Westmoreland,
NEW LONDON, March 20—Arrived, achrs Westmoreland,
New London, March 20—Arrived, achrs Westmoreland,
New York,
New Yo

Kilzabethport for do; Allen Gurney, Garney, Rondout for od.

PHILADELPHIA, March 21—Ayrived, ship Protector, Maront, Liverpool; barks Caro, Beals, Palermo; Olivia Davis, Shouras, Boston; C S Rogers, Dickinson, Matanzas; bries Jeremiah, Ford, and Proteus, Hall, Cardenas; Ocean Beil, Dizer, Havana; Keystone, Baxter, Sagua; E A Barnard, Willeby, Matanzas; sehra Emma Green, Collins, Cardenas; Adelia (Br), Kingston, St John, NB; Mocking Rird (Br., Kingston, St John, NB; Mocking Rird (Br., Grillith, New York.
Cleared—Bark Hancock, Collins, Havana; brig Harold, Sinclair, Matanzas; schr A C Farnsworth, Benson, Barbados. Sinchair, Matanzas; schr A C Farnsworth, Benson, Barbados. 1224—Arrive-1, bark Sea Gull (Br), Svensen, Liverpool; schr L & A Babcock, New York. Lewks, Del, Maren 21, 10:40 AM—Arrived, schrs Chimo, from Porto Cabello, and H B McCauley, from Havana, for others.

from Forto Cabello, and H B McCauley, from Havana, for orders.

S.35 P.M.—A brig, unknown, remains, and sohr H B McCauley, for Philadelphia. All others have left the harbon. Went to sea PM, barks Exundi (Nor), for London; Carlota (Ean). Copenhagen.

PORTLAND, March 20.—Cleared, brig Euderus, Farr, Cardenas; sohr Lookout, McFariand, Baltimore.

22d.—Arrived, steamship Moravian, Brown, Liverpool.

PORTSMOUTH, March 20.—Arrived, sohr Ada Ames, Adams, Philadelphia. PORTAMOUTH, March 20—Arrived, sonr Ada Ames, Adams, Philadelphia.
Cleared—Ship Jean Ingelow (new, 1075 56-100 tons), Jacobs, Royton to lead for Calcutta.
PROVIDENCE, March 21—Salled, schrs Judge Runyon, Lawis; Bliow, Edridge, and Scud, Allen, New York; Potter & Hooner, Bradbury, Haverstraw.
RICHMOND, March 20—Arrived, steamslips Wyanoke, Bourne, and G B Upton, Roberts, New York.
Arrived at City Point 19th, brig Romaine (Br.), Young, Liverpool.

erpool. SAN FRANCISCO, March 14—Cleared, bark E M Young (Br., Heath, Callao. 224—Sailed, ship Frederick Tudor, Eradford, Liverpool. SAVANNAH, March 18—Cleared, ship Meirose, Neill (fro Liverpool), New Oricans; schr Wm Hunter, Harksen, Tr

este.
21st—Arrived, steamship Montgomery, Faircloth, New

21st—Arrived, steamship Montgomery, Faircloth, New York,
Ork, Cleared—Steamship Huntsville, Crowell, New York,
22d—Arrived, schrs C H Thomas, and Charlotte, from
Charleston.
Cleared—Schr Arctio, for Calbarnen,
SALEM, March 29—Arrived, schrs Mary, McDonald,
Bückaville, SC, for Belfast; Jos Baater, Pakrer, Philadelphis; C M Wentworth, Robbins, Calaistor New York; J F
Connor, Norwood, Trement for Philadelphia; Paragon, Shate,
and Presto, Drew, Machias for New York; Henry, Thrail,
and Lake, Miller, Rockland for do; Hyens, Gardner, Phippsburg for do; Ruth Thomas, Dodge, Portland for do,
Willem Rockland for do, The Control of the Control
Willem Motton, NC, March 20—Arrived, brig Floster (Nor),
Anderson, Cardiff.

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